

25TH ANNUAL REPORT TO THE SAN FRANCISCO BAY AREA CONGRESSIONAL DELEGATION

MARCH 2004



METROPOLITAN
TRANSPORTATION
COMMISSION



TEA 21 Reauthorization

Keeping America on the Move

25th Annual Report
to Congress

March 2004



METROPOLITAN
TRANSPORTATION
COMMISSION

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March 2004

To Our Federal Representatives:

The Metropolitan Transportation Commission, working in partnership with San Francisco Bay Area public transit operators and county and city officials, is pleased to submit this report highlighting our requests for funding in 2005 and providing you with the Bay Area's perspective on the TEA 21 reauthorization proposals currently under debate in Congress.

California is facing many challenges today. As the state's economy is slowly regaining its footing, there is a critical need for stable transportation revenues. While local government is doing its part to keep projects moving, we need — now more than ever — to maintain the federal government's commitment to providing flexible and reliable funds for transportation.

Although the national economy has improved over the last year, job growth still lags below historic levels. The federal transportation reauthorization bill provides a unique opportunity to stimulate job growth while building critically needed infrastructure for California's growing population.

We thank you for your efforts and support in the transportation arena, and look forward to working with you in the coming months. Should you have any questions or comments about this report, please contact any of the following people:

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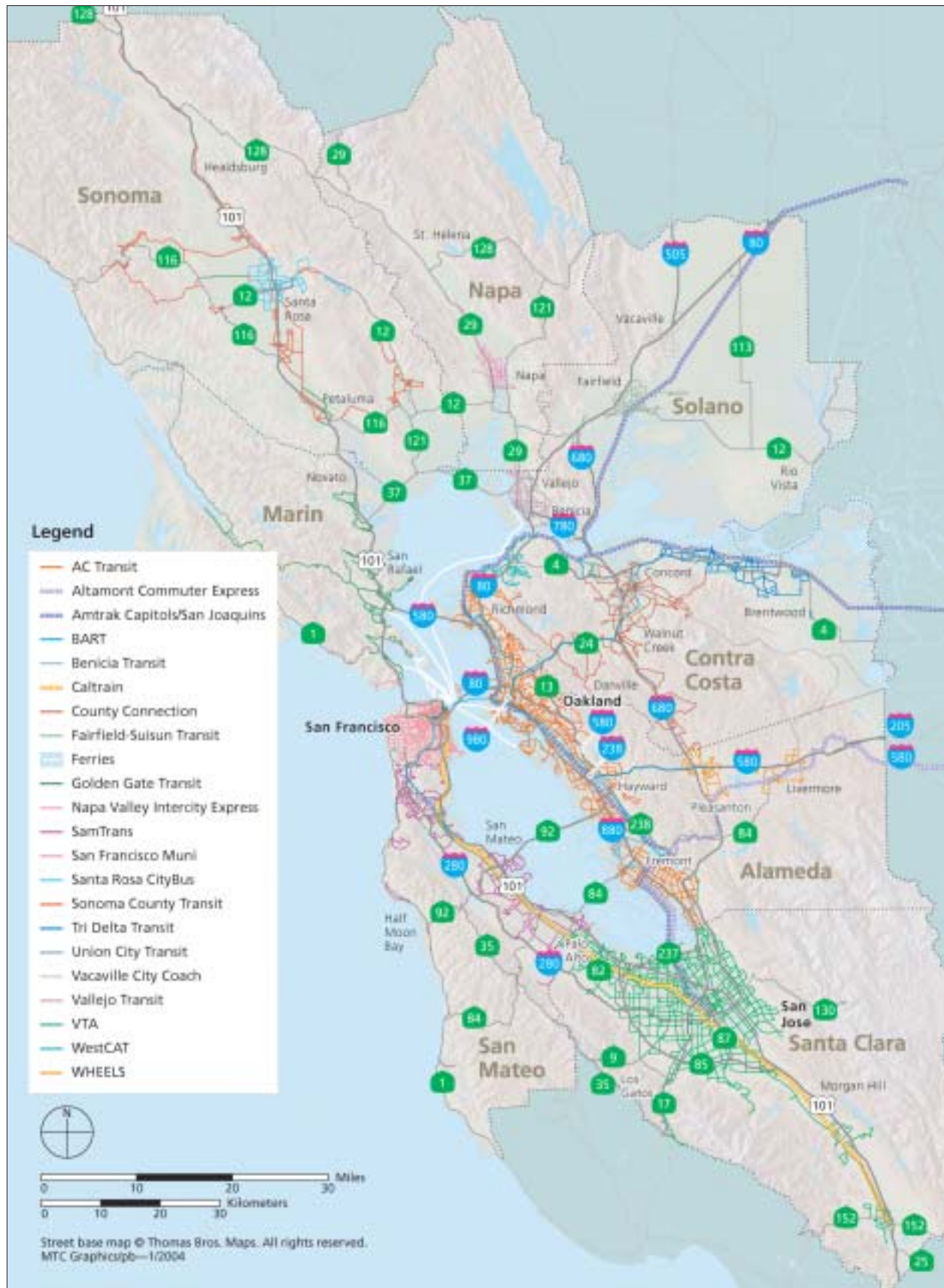
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MTC Nine-County Bay Area Region



Note: Black lines indicate highways; the multicore grid illustrates the Bay Area's extensive public transit network with its numerous operators.

Section I

San Francisco Bay Area FY2005 Funding Requests

San Francisco Bay Area's Transit Expansion Program

Regional Agreements Lead to the Bay Area's Long Success in Discretionary Transit Funding

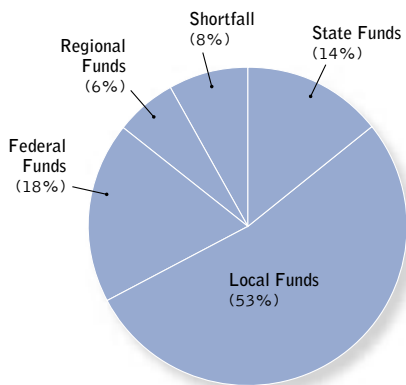
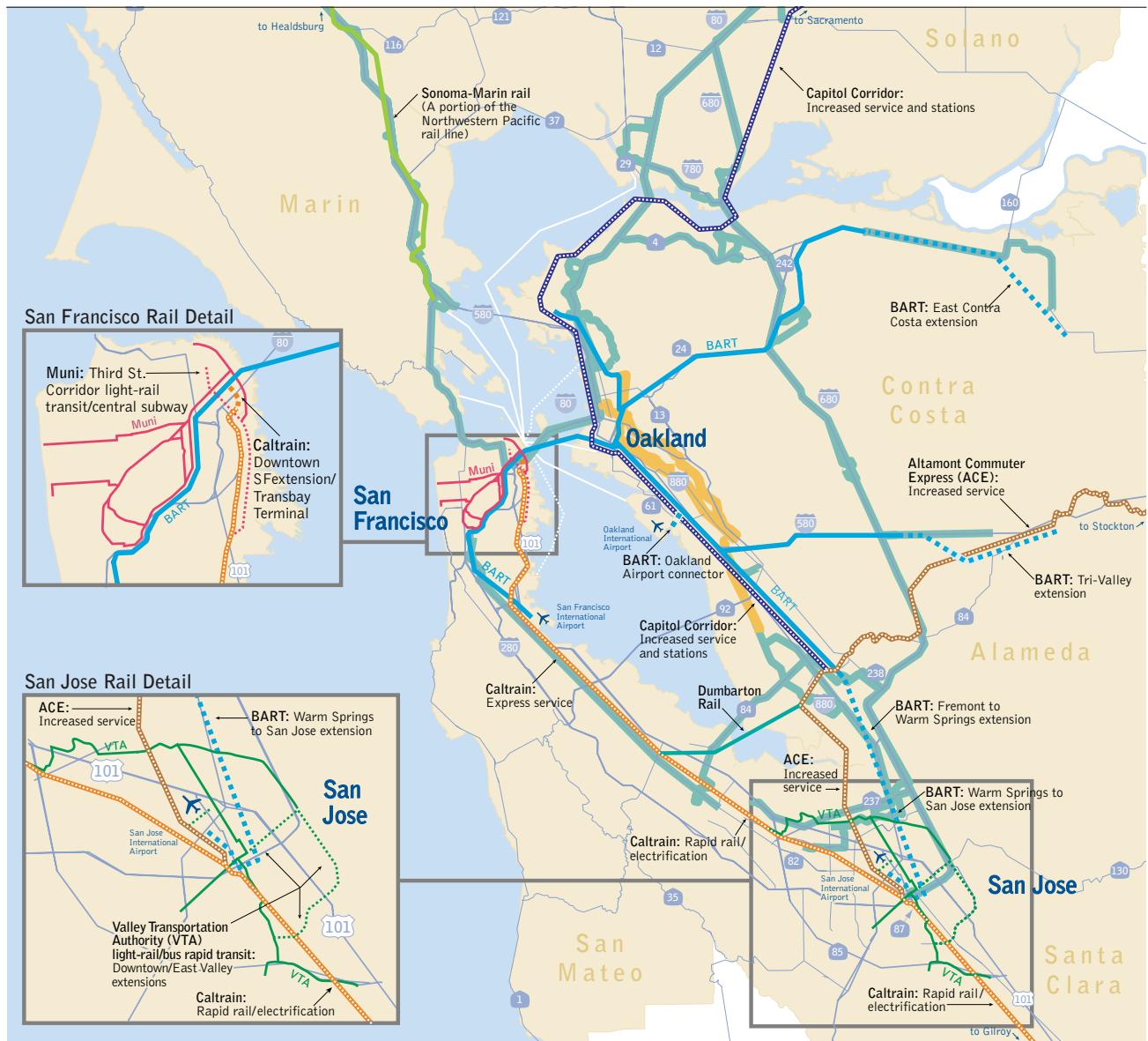
MTC Resolution 1876: The Bay Area region's first rail expansion program, adopted in 1988, was a \$4.1 billion undertaking to extend a total of five rail lines, 70 percent of which is funded with state and local resources. Two of these rail extensions were funded with federal New Starts funds authorized in the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act for the 21st Century (TEA 21): the Bay Area Rapid Transit District (BART) extension to the San Francisco International Airport (SFO) and an extension of the Santa Clara Valley Transportation Authority (VTA) Tasman light-rail line. The Tasman project was opened on December 1999, and the BART-to-SFO project opened in June 2003.

MTC Resolution 3434: In December 2001, MTC adopted Resolution 3434, establishing the next generation of regional transit expansions. Following in the footsteps of its landmark predecessor, Resolution 3434 will continue the Bay Area's approach of seeking federal discretionary funds with regional consensus and local funding overmatch. Resolution 3434 identifies nine new rail extensions, only two of which are seeking federal New Starts funds — San Francisco Muni's Third Street Light Rail Phase 2/New Central Subway and the Silicon Valley Rapid Transit Corridor.

Resolution 3434 included support for highway funding requests: At the time of the passage of Resolution 3434, the region recognized that the transit expansion program largely served central and southern areas of the region, and not the four northern Bay Area counties (Marin, Napa, Solano and Sonoma). At the same time, MTC expressed regional support for High Priority Project Program funding requests in TEA 21 reauthorization for the following highway projects in these four counties as part of the adoption of Resolution 3434: the Interstate 680/Interstate 80 interchange, the Jameson Canyon Road project, and the U.S. Highway 101 Marin/Sonoma Novato Narrows project.



Resolution 3434: Map of Projects



Total:	\$10.5 billion (2001 \$)
Local Funds	\$5.6 billion
Federal Funds	\$1.94 billion
State Funds	\$1.5 billion
(TCRP Funds \$1.1 billion)	
Regional Funds	\$658 million
Shortfall	\$855 million

Legend

- ACE / service upgrade
- Amtrak Capitols / service upgrade
- BART — existing
- BART extension
- Caltrain / service upgrade
- Caltrain extension
- Express bus route
- AC Transit rapid bus
- Ferry — existing / proposed
- Muni light rail — existing
- Muni light-rail extension
- Sonoma-Marin rail
- VTA light rail — existing
- VTA light-rail extension

Note: Percentages may not sum due to rounding

The San Francisco Bay Area's New Starts Program

FY 2005 Funding Requests

- **BART extension to San Francisco International Airport:**
\$100 million to reimburse BART for completed construction. This is the Bay Area's top New Starts priority, and regional support for funding of remaining projects is subject to fulfilling BART's Full Funding Grant Agreement.
- **San Francisco Muni Third Street Light-Rail Transit Phase 2/New Central Subway:**
\$17 million for preliminary engineering
- **Silicon Valley Rapid Transit Corridor:**
\$10 million for preliminary engineering



The completed BART/Caltrain intermodal station in Millbrae



Air travelers board a train at the San Francisco International Airport BART station

BART Extension to San Francisco International Airport

BART opened its long-awaited extension to San Francisco International Airport in June 2003. The 8.7-mile addition to the existing 95 miles of BART tracks includes new stations in South San Francisco, San Bruno and Millbrae as well as San Francisco Interna-

tional Airport. It brings rail rapid transit to the region's gateway to the Pacific Rim, and makes possible regional rail travel through a convenient, cross-platform transfer with Caltrain, an 80-mile commuter rail line from San Francisco through San Jose to Gilroy, serving the Silicon Valley. With the extension complete, San Francisco joins the list of world-class cities that have direct rail access to their airports.

The San Francisco Bay Area's New Starts Program

(continued)

Muni Third Street Light-Rail Transit (LRT) Phase 2/New Central Subway

Authorized for funding in TEA 21, the Third Street light-rail transit (LRT) project is a two-phase project that will connect the city's established civic, business, retail and cultural centers to long isolated lower income communities in southeastern San Francisco. Once open, the light-rail line is expected to provide an estimated 92,000 trips per day.

The project will bring improved travel time, access, reliability, passenger comfort and transit connections in the Third Street corridor and serve as the backbone for planned economic development and revitalization along the corridor.

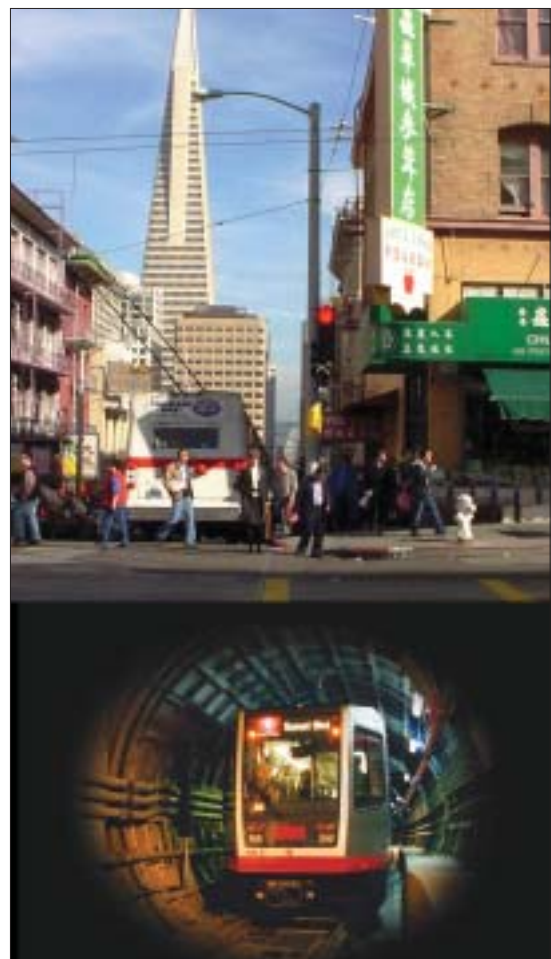
Phase 1 (Initial Operating Segment) will extend Muni Metro light-rail service 5.4 miles south from its current terminus near the Caltrain depot and SBC Park at Fourth and King streets; 19 stops will be provided. The line will ultimately terminate at an intermodal station, allowing passengers to easily transfer to the Caltrain commuter rail system. This phase of the light-rail project is now under construction, primarily with state and local funds, and is expected to open for service in 2005.

Phase 2 (New Central Subway) will add 1.7 miles of light-rail track and take Third Street trains from Fourth and King into a subway through the South of Market area to Union Square and Chinatown. A total of four underground subway stations and one surface station will be built. Phase 2 is currently in preliminary engineering and Congress has awarded \$10.5 million in New Starts funds through FY 2004 for this work. The project has received a "recommended" rating in the Federal Transit Administration's FY 2005 Annual New Starts Report. Phase 2 is expected to open for service in 2011.

The Third Street LRT project is supported by a financial plan that includes a significant portion of state and local funding. Funding for Phase 1 includes over \$500 million in state and local funds; Phase 2 will seek \$472 million (in 2004 dollars) in federal New Starts funds to combine with \$222 million in state and local funds. New Starts funds will comprise 37 percent of overall project funding, with non-federal (state and local) funds providing most of the remaining share. Project costs in millions of 2004 dollars are as follows:

Source of Capital Funds (in millions 2004 \$)	Phase 1	Phase 2	Total	Percent of Total Project Cost
Local Sales Tax Funds	\$341	\$126*	\$ 467	37%
State Funds	190*	96	286	22%
Federal New Starts Funds	0	472	472	37%
Other Federal Funds	54	0	54	4%
Total	\$585	\$694	\$1,279	100%

* State/local fund swap



San Francisco Muni

Proposed new Central Subway tunnel

The San Francisco Bay Area's New Starts Program (continued)

Silicon Valley Rapid Transit Corridor

Authorized for New Starts funding in TEA 21, the BART extension to Silicon Valley represents the last link needed to complete the connection of all of the region's rail systems around San Francisco Bay.

The project will parallel Interstates 880 and 680, two of the major north-south regional corridors serving the Silicon Valley. Today, I-680 and I-880 are among the most congested corridors in the nine-county Bay Area region.

The project consists of a 16.3-mile, seven-station extension of BART south from a future Warm Springs station in the city of Fremont in Alameda County, through the city of Milpitas and downtown San Jose, to the Caltrain commuter rail station in the city of Santa Clara. A request to enter into preliminary engineering was approved by the FTA in the fall of 2002. Congress awarded the project \$248,375 in New Starts funding in FY 2003, and \$2 million in FY 2004.

The total cost for the project in 2003 dollars is estimated at \$4.1 billion. Approximately 80 percent of this amount has already been secured



The Silicon Valley Rapid Transit Corridor project would connect BART to San Jose, Northern California's largest city.



from state and local sources. In 2000, California enacted the \$6.8 billion statewide Traffic Congestion Relief Program, which contributed \$649 million to the project. Also, in November 2000, the residents of Santa Clara County approved more than \$2 billion toward the project through Measure A, a half-cent sales tax for transportation purposes. New Starts funds will comprise only 20 percent of overall project funding, making the project a significant overmatch candidate. Project costs in millions of 2003 dollars are as follows:

Revenue Source	Amount (in millions 2003 \$)	Percent
Local Sales Tax and other funds	\$2,629	64%
State Funds	649	16%
Federal New Starts Funds	834	20%
Total	\$4,112	100%

Bus and Ferry Transit Expansion

Rapid Bus Expansion Is Integral To a Balanced System

The Bay Area's new regional transit expansion program includes a significant express bus and bus rapid transit element. MTC supports discretionary Section 5309 funding or funding from the High Priority Projects Program for AC Transit Rapid Bus projects in the Berkeley/Oakland/San Leandro and the Hesperian/Foothill/MacArthur corridors.

By applying state-of-the-art Rapid Bus improvements to these corridors, AC Transit will greatly enhance mobility and accessibility for the over 500,000 residents who live within one-quarter mile of the corridors, 67 percent of whom are transit dependent, and will assist in revitalizing these densely populated urban areas.

Ferryboat Discretionary Funding Should Be Increased

MTC joins the American Public Transportation Association in seeking increased funding for the Ferryboat Discretionary Program. We support Senator Murray's ferry transportation enhancement amendment to increase annual ferry funds from \$38 million to \$120 million for fiscal years 2005–2009. The Bay Area's ferry system is already the fourth largest urban commute ferry system in the country, behind New York, New Jersey and Seattle.

Ferry transit will become even more attractive as traffic congestion increases on Bay Area roads and bridges, and convenient and reliable public transit alternatives are sought. Recognizing this, the state Legislature created the San Francisco Bay Area Water Transit Authority (WTA), to develop a comprehensive plan to expand the Bay Area's ferry system. Additional federal funds would allow the capital improvements needed to maximize waterborne transportation in the Bay Area.



AC Transit

AC Transit Rapid Bus service along San Pablo Avenue has decreased travel time in the 14-mile corridor by 17 percent and increased ridership by 35 percent.



GGBHTD

High-speed ferry operated by Golden Gate Bridge, Highway and Transportation District

Bus and Bus Facilities Program

FTA Section 5309

These requests assume the continuation of the Bus and Bus Facilities Program in the new federal transportation bill. This program provides a vital source of revenue for the region's growing bus service. Bay Area project sponsors, in partnership with MTC, are seeking the following funding from the FTA discretionary programs.

Sponsor	Project	Amount
AC Transit/MTC	Bus Rapid Transit	\$6,000,000

In keeping with the policy set forth in MTC Resolution 3434, MTC seeks multiyear authorizing language in the amount of \$6 million annually for infrastructure for AC Transit's Rapid Bus Corridors project, the region's first priority for Section 5309 Discretionary Transit Funds (see page 7 for project description).

Sponsor	Project	Amount
Central Contra Costa Transit Authority (County Connection)	Martinez Transit Hub	\$600,000

The County Connection requests funds to construct a park-and-ride lot/transit hub in the State Route 4/Interstate 680 corridor to serve numerous bus routes in the county, facilitate timed transfers among different operators, and provide 184 parking spaces.

Sponsor	Project	Amount
Eastern Contra Costa Transit Authority (Tri Delta Transit)	Park-and-ride lots	\$3,500,000

Tri Delta requests funds to purchase land and make improvements to two park-and-ride lots in the State Route 4 and Vasco Road corridors in Contra Costa County to facilitate express bus and vanpool services connecting passengers to BART and to ACE trains traveling to Silicon Valley.

Sponsor	Project	Amount
Livermore/Amador Valley Transit Authority (LAVTA)/County Connection	Satellite bus facility	\$2,000,000

LAVTA, in partnership with County Connection, requests funds to develop nine acres of land for a bus storage and maintenance facility that would be used jointly by the two bus operators, bringing about significant cost-savings.

Sponsor	Project	Amount
MTC	Ed Roberts Campus	\$2,500,000

MTC requests funds to help build a model intermodal transit center on the parking lot of the Ashby BART station in Berkeley for people with disabilities. The facility will have state-of-the-art accessibility features, individualized travel information and one-stop access to health, education and employment services and programs. The Ed Roberts Campus is a successful public/private partnership involving multiple nonprofit and public agencies as well as the private sector.

Sponsor	Project	Amount
Napa County Transportation Planning Agency (NCTPA)	Downtown Napa Multimodal Transit Center	\$2,000,000

NCTPA requests funds to purchase right of way for a mixed-use transit center and parking structure in the central business district of downtown Napa.

Sponsor	Project	Amount
San Francisco Municipal Railway (Muni)	Central control facility improvements	\$3,500,000

San Francisco Muni requests funds to update obsolete communication and control system equipment in order to meet new Federal Communications Commission (FCC) requirements, and address security needs.

Sponsor	Project	Amount
Santa Clara Valley Transportation Authority (VTA)	Bus signal priority project	\$1,900,000

The Santa Clara Valley Transportation Authority requests funds to equip buses with high-tech priority devices that trip traffic signals along high-volume transit corridors in Santa Clara County. The project will reduce travel times, improve on-time performance and improve operating efficiencies.

Sponsor	Project	Amount
Solano Transportation Authority	Fairfield/Vacaville intermodal train station	\$2,500,000

Solano Transportation Authority requests funds to build a train station that would integrate bus and train service, while providing enhanced bicycle and pedestrian access for the Fairfield and Vacaville communities.

Sponsor	Project	Amount
Vallejo Transit	Vallejo Station	\$4,000,000

Vallejo Transit requests funds to assist in the construction of an intermodal transit hub at its downtown/waterfront redevelopment area. Existing bus and ferry service will support high-density residential and mixed-use development.

Clean Fuel Buses

Sponsor	Project	Amount
AC Transit	Hydrogen Fuel Cell Program	\$3,000,000

AC Transit seeks funds to support infrastructure development for its Hydrogen Fuel Cell Program. Over the past three years, AC Transit has developed an internationally recognized fuel cell demonstration program that will significantly contribute to the commercialization of fuel cells for the entire transportation sector. Funding would support upgrades to existing fuel cell stacks and other technologies related to the continued operation of the fuel cell demonstration program.

Sponsor	Project	Amount
San Francisco Municipal Railway (Muni)	Alternative fuels project	\$3,500,000

San Francisco Muni requests funds to implement its alternative fuels program to reduce pollution and improve air quality for all residents of the Bay Area. The project would modify the Islais Creek maintenance facility to house 135 Muni buses, including alternative fuel buses, and provide additional buildings for operations and maintenance personnel, service bays, and vehicle fueling and washing.

Sponsor	Project	Amount
San Mateo County Transit District/ Santa Clara Valley Transportation Authority	Zero emission buses and support facilities	\$8,000,000

The San Mateo County Transit District and the Santa Clara Valley Transportation Authority jointly request \$8 million in funds to launch a fuel cell demonstration program. This innovative program will test the viability of hydrogen-powered fuel-cell vehicles in day-to-day transit service.

Sponsor	Project	Amount
Sonoma County Transit	Purchase six compressed natural gas (CNG) vehicles	\$1,600,000

Sonoma County Transit requests funds for the purchase of six CNG transit coaches to replace six 1986 diesel buses. With this purchase, approximately 96 percent of Sonoma County Transit's fixed route fleet will be powered by natural gas.

Jobs Access and Reverse Commute Program

By creating the federal Jobs Access and Reverse Commute (JARC) program, TEA 21 provided a funding program to address the transportation-related mandates included in the 1996 federal welfare reform legislation. Since the passage of this legislation, MTC has adopted a regional welfare-to-work transportation plan based on those developed by individual counties. The regional plan identifies transportation barriers welfare recipients face in transitioning from welfare to work, and recommends projects that will reduce or eliminate these barriers.

Sponsor	Project	Amount
AC Transit	Increased bus service in Hayward, Oakland and Contra Costa County	\$4,000,000

AC Transit requests funds to provide service to connect welfare recipients living in neighborhoods in Hayward, Oakland and Contra Costa County with employment centers throughout the Bay Area.

Sponsor	Project	Amount
Santa Clara Valley Transportation Authority (VTA)/ Outreach and Escort, Inc.	“Guaranteed ride home” program	\$650,000

To assist welfare recipients with their transition to employment, Santa Clara VTA seeks funds to provide CalWORKS recipients with a guaranteed ride home when their regular transportation mode is not available. By serving as a transportation safety net, the program enables CalWORKS recipients to avoid mobility problems that could harm their ability to keep their employment.

Federal Highway Administration Discretionary Programs

Federal Highway Administration Discretionary Programs

TEA 21 created 12 special discretionary programs within the Federal Highway Administration (FHWA), each with its own eligibility and selection criteria. Assuming the continuation of these programs in the successor to TEA 21, Bay Area project sponsors, in partnership with MTC, are seeking funding from the following FHWA discretionary programs:

- Bridge Discretionary
- Intelligent Transportation Systems
- Public Lands Highways
- Transportation and Community and System Preservation Pilot Program

Bridge Discretionary

Replacement, rehabilitation or seismic retrofit of major bridges

Sponsor	Project	Amount
Golden Gate Bridge, Highway and Transportation District	Golden Gate Bridge seismic retrofit	\$25,000,000

The Golden Gate Bridge is a world-renowned engineering masterpiece, a major 20th century American achievement, and a symbol of the state of California to millions across the country and the world.

Casting a shadow on this symbol, however, is its vulnerability to earthquakes. To make the bridge seismically safe, a retrofit program costing approximately \$388 million — a bargain compared to an estimated \$2.1 billion to build a new structure — is now under way. This project includes strengthening and tuning the structure to withstand an 8.3 magnitude earthquake — a maximum credible event. Retrofit measures will be applied to the concrete piers, the towers and to the approach structures. Discretionary federal investment in project construction currently totals \$83 million. State funds in the amount of \$50 million as well as \$71 million in local toll funds have been committed to the project to date. In 2000, MTC committed \$26 million of flexible TEA 21 funds generated by the Revenue Aligned Budget Authority dividend to this project.

Golden Gate Bridge, Highway and Transportation District Web site: www.goldengate.org



GGBHTD

Golden Gate Bridge

System Management

Under TEA 21, the Intelligent Transportation System (ITS) program provided for the research, development and operational testing of system management technologies aimed at reducing congestion, improving safety, increasing the operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand.

Sponsor	Project	Amount
AC Transit	Rapid Bus Corridor technology improvements	\$2,000,000

AC Transit requests funds to improve the operation of Rapid Bus service in the urban core and provide better customer information. The funds will be used to apply technology that provides real-time bus information at individual bus stops and key signalization upgrades.

Sponsor	Project	Amount
Alameda County Congestion Management Agency (ACCMA)	East Bay Smart Corridors	\$1,000,000

ACCMA, in partnership with the Contra Costa Transportation Authority and 23 other agencies, requests funds for the operation and management of the East Bay Smart Corridors Program along the Interstate 880 and San Pablo (Interstate 80) corridors in Alameda and Contra Costa counties, utilizing ITS technologies to improve efficiency and safety.

Sponsor	Project	Amount
Alameda County Congestion Management Agency (ACCMA)	Interstate 680 "Smart" carpool lane project	\$5,000,000

ACCMA, in partnership with the Alameda County Transportation Improvement Authority and Santa Clara Valley Transportation Authority, requests funds to match local dollars to construct, maintain and operate a "smart" carpool lane (also known as a high-occupancy toll or "HOT" lane) on Interstate 680 at the Sunol Grade. The funds will be used to provide video detection, automatic toll collection facilities and other improvements necessary to implement the first HOT lane in Northern California.

Sponsor	Project	Amount
Caltrain	Train tracking information system	\$3,000,000

Caltrain requests funds to develop a global positioning satellite-based train tracking system to provide real-time train location and arrival information to passengers waiting at station platforms.

Sponsor	Project	Amount
Central Contra Costa Transit Authority (County Connection)	Video surveillance and announcement system	\$720,000

The County Connection requests funds to upgrade its video surveillance system, which has proven unreliable in several instances over the past two years. In addition, funds are requested to upgrade its voice announcement system and provide automated boarding counts on a stop-by-stop basis to aid in planning for optimal efficiency.

Sponsor	Project	Amount
City of Oakland	Integrated Transportation Management Center and Emergency Operating Center	\$2,500,000

This project will enhance Oakland's Transportation Management Center by enabling monitoring (via closed circuit television) of city streets and key security locations, such as the Oakland International Airport and the Port of Oakland, and enable seamless coordination of traffic management and emergency response functions.

Sponsor	Project	Amount
City of San Mateo	Integrated transportation management system	\$2,500,000

The city of San Mateo, the City/County Association of Governments of San Mateo County and Caltrans, in partnership with the cities of Belmont and Burlingame, request funds to build an integrated transportation management system in central San Mateo County, utilizing ITS technologies for improved traffic and incident management.

Sponsor	Project	Amount
MTC	Interstate 580 freeway management and traveler information	\$7,000,000

MTC requests funds to improve operations, safety and traveler information on I-580 in the East Bay. Ramp meters, loop detectors, CCTV cameras, changeable message signs and fiber optic cable would be installed and operated from the I-680 interchange to Greenville Road. Technology to collect speed and travel time data would be deployed from Oakland to the I-680 interchange, as well as on adjacent corridors. Data would be integrated with the 511 phone and Web traveler information system for free public use.

Sponsor	Project	Amount
San Francisco Municipal Railway (Muni)	Muni transportation communications system	\$2,000,000

Muni requests funds to develop a new integrated radio and wireless data communication system. San Francisco Muni currently operates its services with an antiquated radio communications system that was manufactured in the 1970s. After more than 25 years, the system is at the end of its useful life.

Public Lands Highways

Any transportation project eligible for federal highway assistance that is within, adjacent to, or provides access to federal public land areas

Sponsor	Project	Amount
Marin County	Access improvements to Golden Gate National Recreation Area	\$2,000,000

This funding will enable construction of a multimodal transfer and parking facility at the Manzanita interchange (State Route 1 and U.S. 101) and development of a shuttle bus system serving visitors to Golden Gate National Recreation Area sites along the State Route 1 corridor in Marin County.

Sponsor	Project	Amount
City and County of San Francisco	Doyle Drive replacement environmental assessment and design	\$3,000,000

Traversing Presidio National Park, Doyle Drive is the primary route from San Francisco to the Golden Gate Bridge and the northern counties of Marin and Sonoma. This funding will enable completion of detailed engineering for construction of this roadway, which will facilitate direct transit service into the Presidio. The funding would complement \$204 million in local and state commitments to the project.

Transportation and Community and System Preservation Pilot Program

Provides funding to state and local governments to develop innovative strategies that use transportation resources to build livable communities

Sponsor	Project	Amount
City of Oakland	Transit village streetscape improvements	\$5,000,000

The city of Oakland requests funds for pedestrian- and bicycle-oriented streetscape enhancements to improve safety and access at the transit village developments located at the Fruitvale, MacArthur, Coliseum and West Oakland BART stations in Oakland. These funds will be matched with \$5 million in local funds.

Sponsor	Project	Amount
Contra Costa County	Carquinez Scenic Drive Bay Trail segment	\$5,000,000

Contra Costa County requests \$5 million to renovate the Carquinez Scenic Drive as part of the San Francisco regional Bay Trail. The Carquinez Scenic Drive has been closed due to land stability problems. Funds are needed to repair slide damage and restore pavement for use as a bicycle/pedestrian trail by commuters and for recreational purposes.

Sponsor	Project	Amount
Marin County	Marin County State Route 1 Coyote Creek Bridge replacement	\$2,000,000

A joint Marin County/National Park Service effort to develop a comprehensive transportation plan for public lands along State Route 1 has led to the conclusion that Coyote Creek Bridge should be replaced. The new bridge will give pedestrians, equestrians and bicyclists access to an existing trail beneath the bridge, and provide increased lane capacity on the bridge itself to accommodate heavy traffic along State Route 1.

Sponsor	Project	Amount
MTC	Regional expansion of car-sharing pilot program	\$2,000,000

Car-sharing is a practical, effective way to improve mobility, reduce traffic and congestion, and shape regional growth patterns. MTC seeks funds to support the second phase of City CarShare's pilot program, enabling expansion to cities and transit stops throughout the Bay Area. The funds would be used for a variety of activities, ranging from leasing new vehicles to operating expenses and marketing.

Notes

Section II

Delivering Services and Connecting Communities

Transportation 2030: Making the Vision a Reality

MTC is now updating the Bay Area's regional transportation plan — Transportation 2030 — a comprehensive roadmap to guide the development of mass transit, highway, airport, seaport, bicycle and pedestrian facilities over the next 25 years.

Unfortunately, long neglect of California's infrastructure means that revenues will not come close to meeting the Bay Area's myriad needs over the next 25 years. The public demands congestion relief while our existing transportation system is financially starving and falling into disrepair. Consequently, tough choices must be made to get maximum benefit from the limited available revenues.

Critical issues shaping the development of the Transportation 2030 Plan include:

- Balancing competing funding needs for operation and maintenance of the Bay Area's existing transportation network with system expansion demands.
- Strengthening the link between transportation and land use.



Interactive voting at Transportation 2030 Summit

Chriss Poulsen



Chriss Poulsen

MTC's Transportation 2030 Summit to kick off the public dialogue was crowded to capacity.



Transportation 2030 public outreach meeting

MTC is leading a robust public involvement campaign to achieve maximum consensus among the Bay Area's many different communities. The dialogue began in June 2003 with a regional summit that drew nearly 500 participants. MTC's outreach also has included dozens of targeted workshops and other public meetings held throughout the Bay Area — carefully aimed at groups that too often are not heard — as well as focus groups, a telephone public opinion poll and numerous interactive online opportunities.

The first phase of the 2030 Plan concluded in December 2003 as MTC voted to adopt six new goals for the plan, a five-point platform for transportation and land-use integration, and an investment strategy that tries to strike a reasonable balance between competing needs and insufficient resources. A draft 2030 Plan will be released in fall 2004, with final approval slated for January 2005.

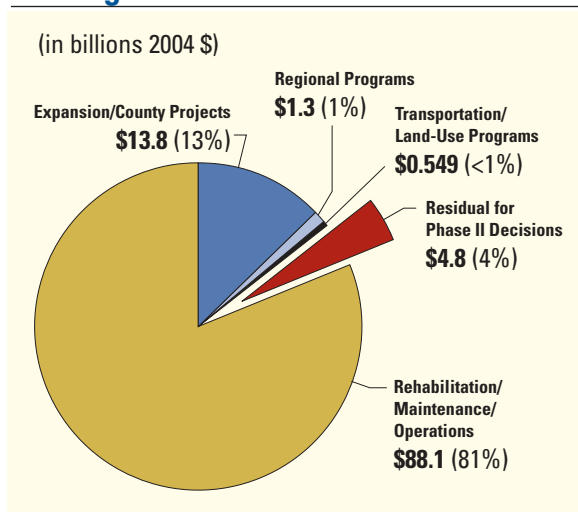


Transportation 2030 stakeholder weighs in

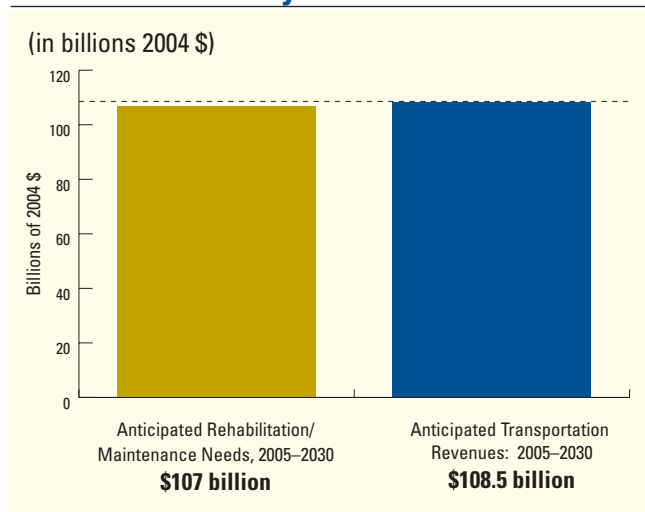


Public outreach meeting registration

Transportation 2030 — Phase I Funding Distribution



Maintenance Needs Alone Could Swallow Every Dollar



System Management:

Long-term Vision On the Move Today

In an era of limited resources, MTC and its partners have placed a priority on a series of successful programs that make it easier, safer and more convenient to get around the existing Bay Area transportation network — whether by car, transit, bike or foot.

► **TransLink® Moves Into Full Implementation**

The TransLink® transit-fare smart card is the thread that will stitch together the region's nearly two dozen transit systems into a seamless, passenger-friendly network. A proven success through a test phase that began in 2002, TransLink® has been approved for installation by AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and the Santa Clara Valley Transportation Authority. Full system installation begins in 2004.

The powerful, versatile and distinctive TransLink® card:

- eliminates the need for exact change and/or multiple transit passes;
- automatically grants transfers and calculates appropriate discounts;
- improves service planning, marketing and financial accounting;
- allows faster boarding.



John Blaustein

TransLink® — the region's universal fare card

► **Dial 511 or Go to 511.org for Travel Information**

Launched in December 2002, the award-winning 511 traveler information service is a joint effort by MTC, Caltrans, the California Highway Patrol and dozens of other partners to provide current, on-demand information 24/7 — via phone or Web — on traffic conditions; transit routes, fares and schedules; and bicycling and carpool/vanpool options. And, it's toll-free.

511 generates more than 40,000 calls a week and continues to add new features. Set to join the 511 suite in spring 2004 is 511 Driving Times, which uses several high-tech systems — including FasTrak™ electronic toll collection transponders — to calculate current travel times from point to point along the Bay Area freeway network. The 511 transit page at www.511.org is the new home of MTC's popular TakeTransitSM online transit trip planning and information service, which is accessed by more than 700,000 computers and generates more than 200,000 personalized trip itineraries each month.



On the phone or on the Web, 511 helps Bay Area drivers, transit riders, carpoolers and bicyclists make smart travel decisions.

The Bay Area is the largest metropolitan area in the country, and the first in California, to activate 511. The system was honored with a "Tranny" award by the California Transportation Foundation, and received the 2003 Innovation Award from the American Public Transportation Association.

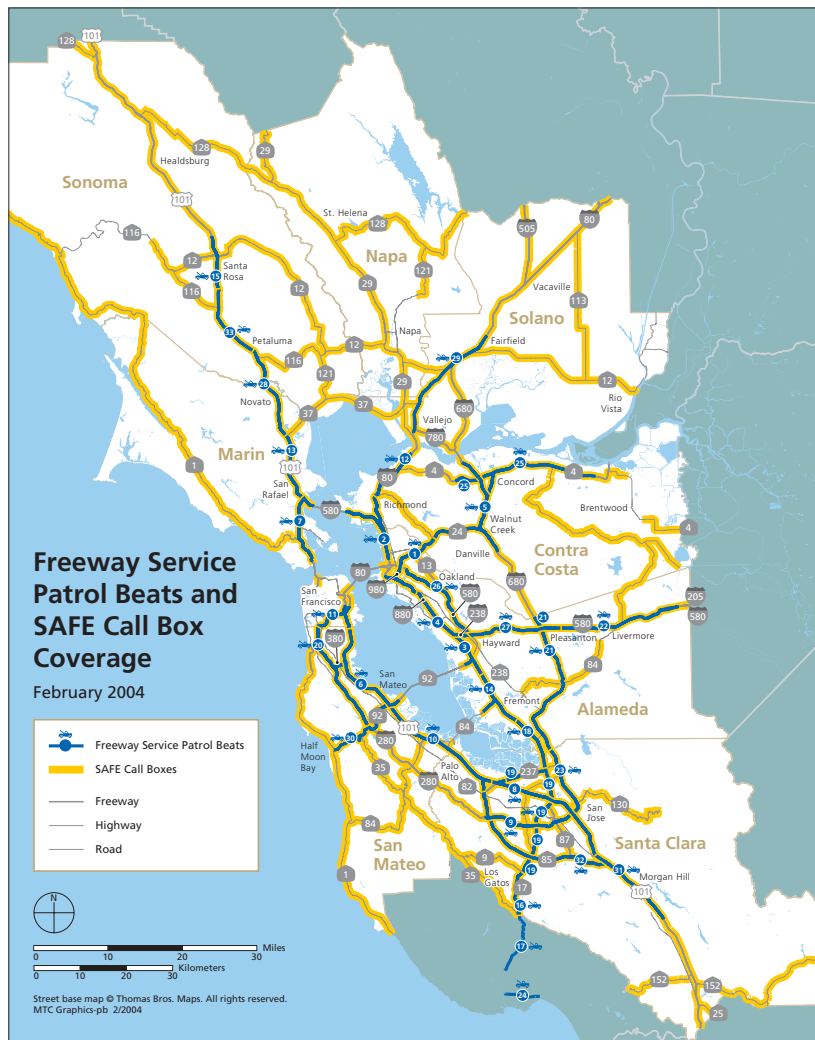
➤ Freeway Service Patrol Aids Stranded Motorists

The Bay Area Freeway Service Patrol (FSP) is a special team of 74 trucks that patrol more than 450 miles of the region's most congested freeways. The FSP is financed with federal, state and local monies. Local funds come from the MTC Service Authority for Freeways and Expressways (SAFE), which is financed by a \$1 annual vehicle registration fee in participating counties.



George Draper

The FSP provided more than 125,000 assists in 2003.



➤ Call Box Network Offers a Safety Net

In partnership with the California Highway Patrol and Caltrans, MTC operates some 3,500 call boxes on more than 1,100 miles of highways and expressways in the Bay Area, allowing motorists to report a road hazard, flat tire or mechanical breakdown.

➤ Pavement Management System Helps Local Governments

MTC's Pavement Management System provides computer software and technical assistance to help cities and counties extend the life of pavement and stretch local budgets. MTC's pavement program is now used by 106 cities and counties in the Bay Area, and more than 200 other public and private organizations nationwide.



George Draper

More than 5,500 motorists each month take advantage of the Bay Area's roadside call boxes.

MTC's pavement management software helps cash-strapped cities and counties get the most out of limited street maintenance funds.

Smart Growth Initiatives: Community Focus Sharpens Vision

Local land-use decisions are often driven by the need to maximize sales tax revenue in the face of limits on property taxes and the state's growing appetite for local revenue. MTC's smart growth initiatives provide direct financial incentives for cities and counties to make land-use decisions that support infill and transit-oriented development.

► Transportation for Livable Communities/ Housing Incentive Program

MTC has invested close to \$60 million toward strengthening the link between transportation and land-use decisions. And the Commission recently pledged to triple the annual funding levels for the ground-breaking program described below.

MTC's Transportation for Livable Communities (TLC) program provides grants to community-oriented transportation projects that bolster land use/transportation integration. To date, TLC has:

- Awarded 59 planning grants of up to \$75,000 per project for community planning and technical assistance support;
- Awarded 59 capital grants of up to \$2 million per project for the design and construction of pedestrian-, bicycle- and transit-oriented projects.

Building on the success of its TLC Program, MTC launched the Housing Incentive Program (HIP) to provide project funds as seed money for local jurisdictions that provide new compact housing near existing transit facilities. HIP grants are keyed to project densities — the more units per acre, the higher the grant amount, with affordable units earning a bonus.

A "Bottom-Up" Approach

MTC's effort to better integrate transportation and land-use planning in the Bay Area also is moving forward through a joint initiative with the region's county congestion management agencies (CMAs). Known as Transportation Planning and Land-Use Solutions (or T-PLUS for short), the project provides financial support to CMAs to explore ways their county can support or benefit from:

- MTC's TLC and HIP initiatives;



City of Santa Rosa



Peter Beeler

Two TLC capital grants totaling \$900,000 are creating viable pedestrian linkages between the east and west sides of downtown Santa Rosa.



Contra Costa County

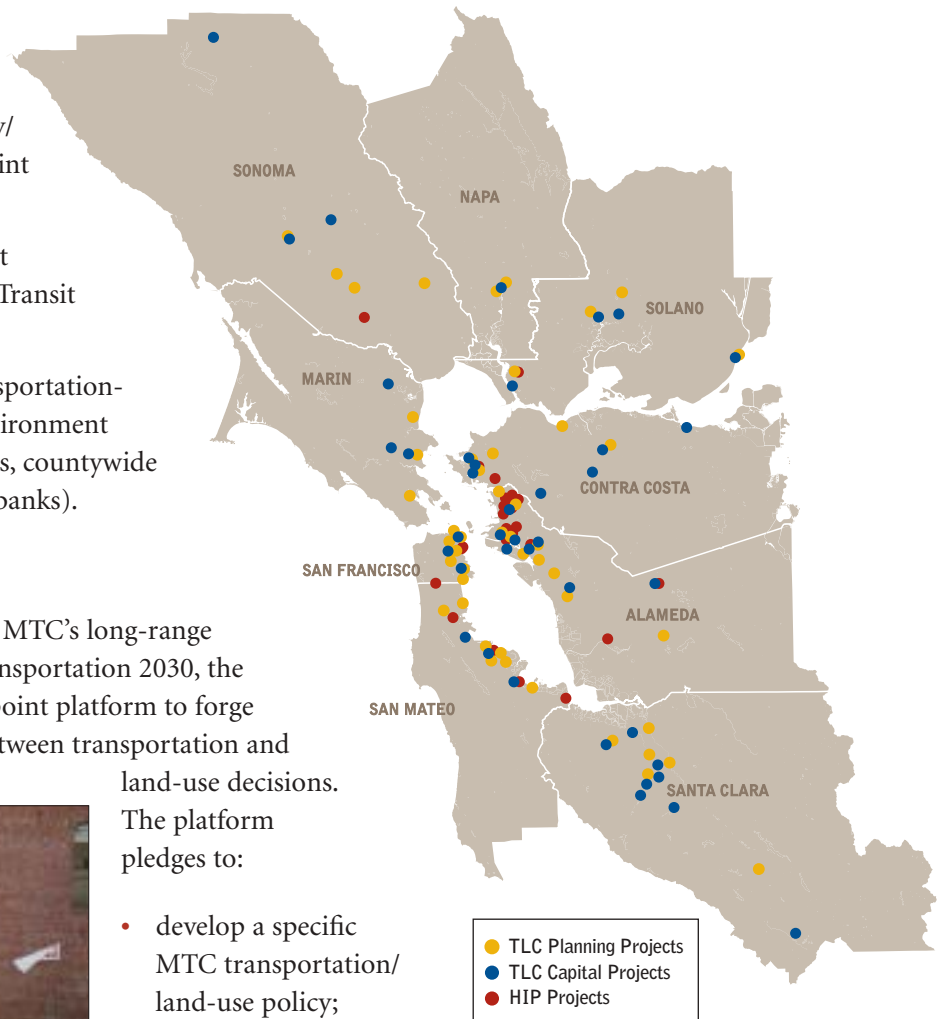
A \$50,000 TLC planning grant developed initial concepts for a 25-acre village center and improved traffic circulation and enhanced pedestrian, bicycle and bus access in downtown El Sobrante.

- implementing the recommendations of the Smart Growth Strategy/Regional Livability Footprint project;
- pursuing development that supports MTC's Regional Transit Expansion Program; and
- programs to mitigate transportation-related impacts on the environment (including local ordinances, countywide impact fees or mitigation banks).

Regional Solutions

In December 2003, as part of MTC's long-range planning effort known as Transportation 2030, the Commission adopted a five-point platform to forge even stronger connections between transportation and land-use decisions. The platform pledges to:

- develop a specific MTC transportation/land-use policy;
- supplement MTC's neighborhood-oriented TLC and HIP initiatives with planning incentives that support a broader set of land-use objectives, such as specific plans for transit-oriented and infill development;
- condition discretionary funding for MTC's Regional Transit Expansion Program on the provision of supportive land uses in nearby transit corridors and stations;
- support improved transportation/land-use development outside of major transit commute corridors, including complementary open space planning; and
- better coordinate transportation and land-use planning with adjoining regions such as the Central Valley and greater Sacramento area.



Over the past five years, MTC has allocated more than \$2.2 million in TLC planning grants and committed more than \$56 million for TLC capital and HIP projects around the Bay Area.



San Mateo used a \$1.9 million TLC capital grant to create a pedestrian-friendly "Main Street" corridor in its revitalized downtown.

Equitable Access to Transportation: Extending the Vision to Every Bay Area Community

MTC has established several programs to improve mobility and enhance well-being for low-income, elderly and disabled residents throughout the Bay Area.

► Lifeline Transportation Network

The impact of the recent and anticipated transit service cuts on transit-dependent populations (low-income, elderly and disabled residents) will need to be considered and addressed at all levels of government. In adopting spending parameters for its 25-year *Transportation 2030 Plan* in December 2003, MTC reserved \$216 million in anticipated transit operating funds as a “down payment” for a Lifeline Transportation Network that serves low-income, elderly and disabled residents. MTC is advocating for additional operating funding to more fully cover the basic transportation needs of the region’s most vulnerable populations, whether through fixed-route transit service, carsharing, shuttles or other programs.



AC Transit’s new “low-floor” buses ease wheelchair access.

► Community Transportation Plans

Working in partnership with county congestion management agencies, community organizations and residents, MTC is funding community transportation plans in low-income areas around the Bay Area. These plans will be used to inform planning and investment decisions at all levels of government. The first plans will be completed later this year in the communities of South Hayward, Ashland/Cherryland (in unincorporated Alameda County), North Richmond/San Pablo, Napa, East Palo Alto and Dixon.

► LIFT Program — Expanding Low-Income Residents’ Transportation Options

MTC initiated the Low-Income Flexible Transportation (LIFT) program to address the challenge of improving transportation services for low-income residents. This program, which provides grants for welfare-to-work transportation projects in the Bay Area, has been funded through a variety of state and federal sources. In 2003, MTC awarded \$6 million in LIFT funds to support 15 new welfare-to-work related transportation projects. Most recently, MTC received a new earmark of nearly \$1 million in FY 2003 federal funds to continue to support the LIFT program, and anticipates soliciting more new projects in the summer of 2004.



Passengers on Santa Rosa’s Route 15 bus are benefiting from a \$50,000 LIFT grant to extend service hours.

➤ **Transportation Affordability**

In 2003, MTC initiated a study with the Public Policy Institute of California to examine the issue of transportation affordability in the Bay Area. This study is intended to increase our understanding of cost-related barriers to transportation mobility. The project also aims to establish a coalition of transportation providers, social service agencies, community-based organizations, policy makers and other key stakeholders to participate in and advance strategies emerging from this planning effort. The study will be completed in early 2004.

➤ **Older Adults Transportation Study**

To identify ways to maintain and improve travel options for older adults in the Bay Area, MTC conducted an Older Adults Transportation Study. Anticipating the rapid growth of the senior population, this effort identifies the barriers that limit seniors' mobility, especially obstacles to using public transportation or other alternatives to driving. To remove these barriers, the study recommends actions that can be taken by public agencies, nonprofit groups and individuals.

➤ **Welfare to Work and Transportation**



The Bay Area's innovative City CarShare is making up to 300 memberships available to qualifying CalWORKS participants, thanks to a grant from MTC.

MTC has adopted a regional *Welfare-to-Work Plan*, based on the recommendations of a series of county transportation plans focusing on barriers faced by low-income people transitioning from public assistance to employment. While the focus was on transportation concerns generated by welfare reform legislation, the resulting strategies are relevant to the transportation needs of low-income people generally. A working group of transit and social services providers, childcare advocates and community representatives meets regularly to serve as a sounding board for MTC on how best to meet the mobility needs of low-income populations.

Notes

Section III

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Alameda County **Selected Project Highlights**

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 BART Oakland Airport Connector
STIP Funds: \$33,000,000
- 2 Interstate 238 Northbound Widening Between Interstate 580 and Interstate 880
STIP Funds: \$28,213,000
- 3 Interstate 680 – Northbound and Southbound High-Occupancy-Vehicle Lane Over Sunol Grade
STIP Funds: \$46,851,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$163 million* (includes regional projects)

- 4 AC Transit San Mateo Bridge Corridor Bus Service
CMAQ Funds: \$2,000,000

BART Aerial Structures Seismic Retrofit Program
STP Funds: \$3,026,000
(not mapped)
- 5 LAVTA Bus Purchase for Interstate 680 Corridor Service
CMAQ Funds: \$1,062,000

- 6 Port of Oakland Joint Intermodal Terminal
STP Funds: \$9,400,000

Transportation for Livable Communities (TLC) Projects:

- 7 Coliseum Transit Hub Streetscape Improvements
TLC Funds: \$1,000,000
- 8 Dublin Transit Center Plaza
TLC Funds: \$750,000
- 9 Laurel Streetscape Improvements
TLC Funds: \$938,780
- 10 Park Street Streetscape and Santa Clara Avenue Transit Hub
TLC Funds: \$921,000
- 11 Webster Renaissance Project
TLC Funds: \$881,219
- 12 West Estudillo Street Streetscape and BART-Downtown Connections
TLC Funds: \$1,000,000

Low-Income Flexible Transportation (LIFT) Projects:

- 13 AC Transit – Route 13 Night and Weekend Service
LIFT Funds: \$539,733
- 14 AC Transit Hayward Industrial Area Shuttle
LIFT Funds: \$750,000
- 15 LAVTA – Route 14 Extension
LIFT Funds: \$301,360

Other Significant Federally Funded Projects:

AC Transit Buses
FTA Bus: \$1,050,000
(not mapped)

- 16 AC Transit San Pablo Avenue Key Transit Route and Service From West and East Oakland to the Oakland Airport
FTA Funds: \$1,000,000

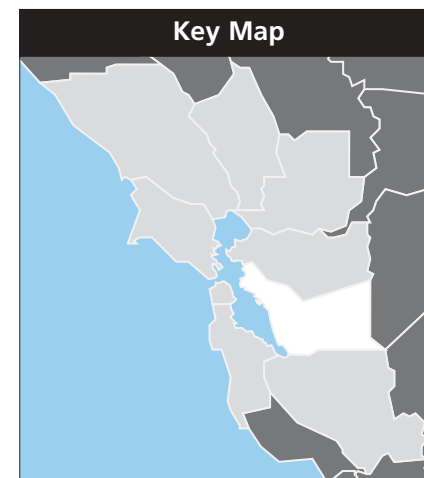
OTHER PROJECTS

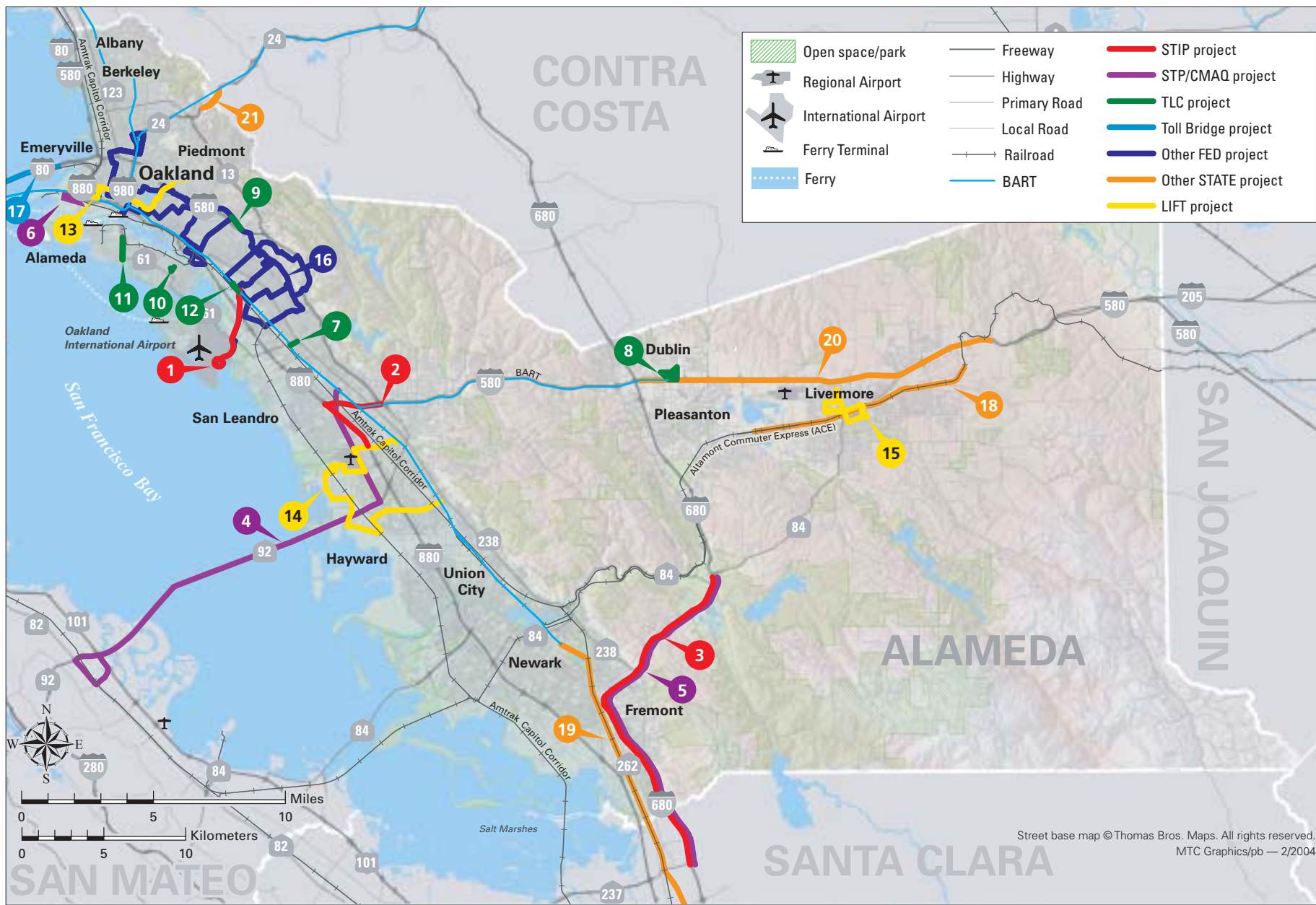
Toll Bridge Project:

- 17 San Francisco-Oakland Bay Bridge New East Span
Federal, State and Toll Funds: \$2,600,000,000

Other Significant State-Only Funded Projects:

- 18 ACE Commuter Rail Improvements
State Funds: \$1,000,000
- 19 BART Extension to San Jose
State Funds: \$738,000,000
- 20 Bay Area Connectivity Study (Interstate 580 Livermore Corridor)
State Funds: \$13,400,000
- 21 Route 24 Caldecott Tunnel – Fourth Bore
State Funds: \$17,000,000





Contra Costa County **Selected Project Highlights**

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Interstate 80 High-Occupancy-Vehicle Lane – Carquinez Bridge to West of Route 4
STIP Funds: \$36,300,000
- 2 Interstate 680 Auxiliary Lanes From Danville to San Ramon
STIP Funds: \$9,000,000
- 3 Martinez Amtrak Station Improvements
STIP Funds: \$2,000,000
- 4 Route 4 Widening and Interchange Improvements – Loveridge Avenue to Somersville Road
STIP Funds: \$30,000,000
- 5 Richmond Amtrak/BART Intermodal Station
STIP Funds: \$4,100,000
- 6 Route 24 Caldecott Tunnel – Fourth Bore
STIP Funds: \$20,000,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$96 million*

(includes regional projects)

BART Aerial Structure Seismic Retrofit STP Funds: \$3,026,000 (not mapped)

- 7 Reliez Valley Road Regional Trail Gap Closure
CMAQ Funds: \$500,000

- 8 BART Pittsburg/Bay Point Station Parking Expansion
CMAQ Funds: \$1,250,000

Transportation for Livable Communities (TLC) Projects:

- 9 Fairmount Street Pedestrian and Streetscape Improvements
TLC Funds: \$500,000
- 10 North Richmond Streetscape Enhancements, Phase 1
TLC Funds: \$515,955
- 11 North Richmond Streetscape Enhancements, Phase 2
TLC Funds: \$2,000,000
- 12 Richmond Greenway and Bikeway
TLC Funds: \$1,900,000

- 13 West Rivertown District Streetscape Enhancements
TLC Funds: \$179,379

Low-Income Flexible Transportation (LIFT) Projects:

- 14 County Connection – Route 121 Extension
LIFT Funds: \$106,782
- 15 Golden Gate Transit Route 40 Service Expansion – Richmond-San Rafael Bridge
LIFT Funds: \$536,000

Other Significant Federally Funded Project:

- 16 County Connection Express Routes – Bus Purchase
FTA Bus Funds: \$850,000

OTHER PROJECTS

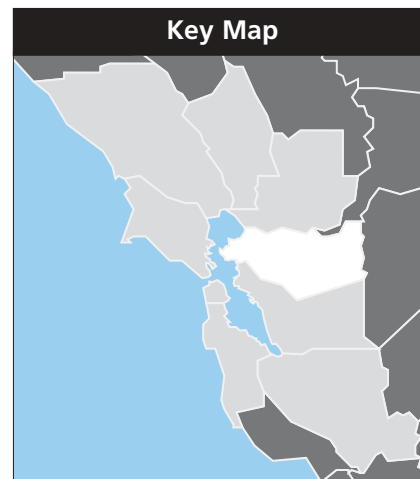
Toll Bridge Projects:

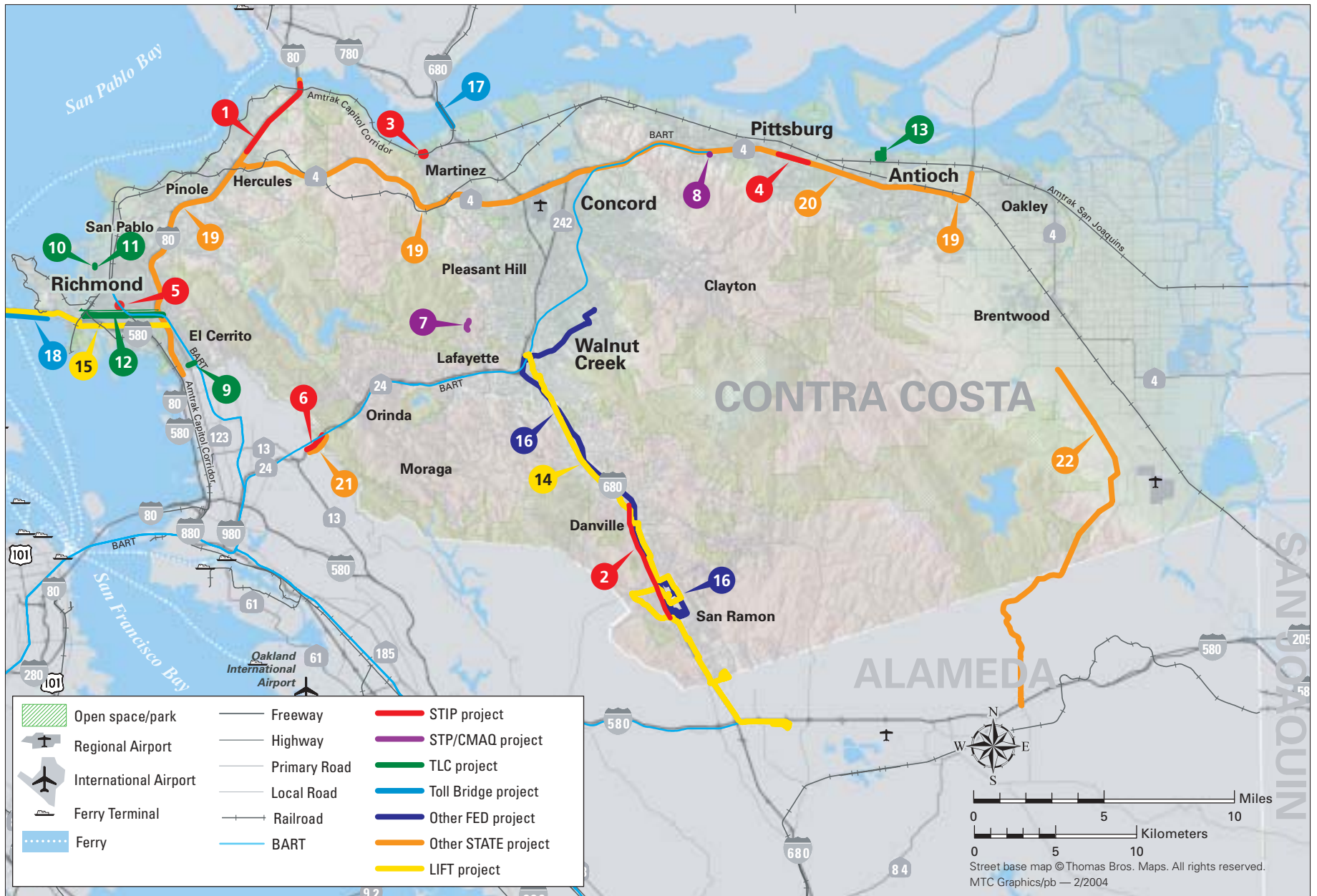
- 17 Benicia-Martinez Bridge – New Bridge
RM-1 Funds: \$652,800,000
- 18 Richmond-San Rafael Bridge Deck Replacement and Seismic Retrofit
Federal, State and Toll Funds: \$718,400,000

Other Significant State-Only Funded Projects:

- 19 Bay Area Connectivity Study (West County and Route 4 Corridors)
State Funds: \$13,400,000
- 20 Route 4 Widening – Railroad Avenue to Loveridge Road
State Funds: \$14,000,000
- 21 Route 24 Caldecott Tunnel – Fourth Bore
State Funds: \$20,000,000
- 22 Vasco Road Safety/Transit Enhancements
State Funds: \$10,000,000

Key Map





Marin County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1** U.S. Highway 101 Novato Narrows Freeway Upgrade
STIP Funds: \$21,000,000
- 2** U.S. Highway 101 High-Occupancy-Vehicle Lane Gap Closure
STIP Funds: \$56,359,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$40 million* (includes regional projects)

- 3** Bicycle Racks in Fairfax
CMAQ Funds: \$10,000
- 4** Larkspur Ferry Feeder Bus Demonstration Service
CMAQ Funds: \$136,000
- 5** Larkspur Ferry Terminal Park-and-Ride Lot
STP Funds: \$729,000
- 6** Manzanita Park-and-Ride Lot
CMAQ Funds: \$2,850,000
- 7** North San Pedro/Civic Center Operational Improvements
STP Funds: \$300,000

- 8** West Marin Shuttle Demonstration Service
CMAQ Funds: \$106,000

Transportation for Livable Communities (TLC) Projects:

- 9** Medway/Canal Enhancements
TLC Funds: \$900,000
- 10** Grant Avenue Traffic Calming
TLC Funds: \$1,130,000
- 11** San Anselmo Downtown Revitalization
TLC Funds: \$200,000

Low-Income Flexible Transportation (LIFT) Project:

- 12** Golden Gate Transit Route 40 Service Expansion – Richmond-San Rafael Bridge
LIFT Funds: \$536,000

Other Significant Federally Funded Projects:

- 13** Ferry Channel and Berth Dredging
FTA Formula Funds: \$5,948,000
- 14** Golden Gate Seismic Retrofit, Phases 1-3 Construction
Federal Discretionary Funds: \$83,000,000

OTHER PROJECTS

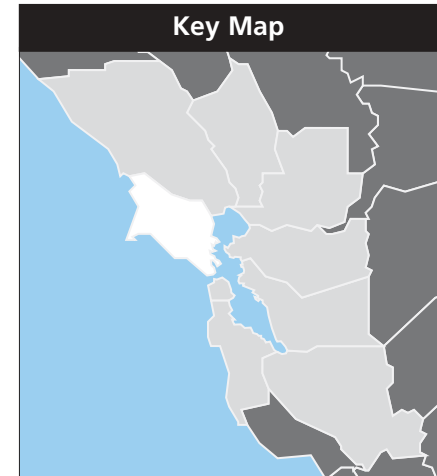
Toll Bridge Project:

- 15** Richmond-San Rafael Bridge Deck Replacement and Seismic Retrofit
Federal, State and Toll Funds: \$718,400,000

Other Significant State-Only Funded Projects:

- 16** New Commuter Rail Service – Cloverdale to San Rafael
State Funds: \$35,000,000
- 17** North Coast Railroad Track Repair and Upgrades
State Funds: \$42,000,000
- 18** U.S. Highway 101 Novato Narrows Freeway Upgrade
State Funds: \$20,000,000
- 19** U.S. Highway 101 Reversible HOV Lane in San Rafael
State Funds: \$14,000,000

Key Map



Napa County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Route 29/Trancas Street Interchange Improvements
STIP Funds: \$640,000
- 2 Route 12 (Jameson Canyon)/ Routes 29/221 Intersection Improvements
STIP Funds: \$2,100,000
- 3 Routes 12/29 Grade Separation
STIP Funds: \$1,500,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$12 million* (includes regional projects)

- 4 Bike Lane on Cuttings Wharf Road – Segment of the Bay Trail Network
CMAQ Funds: \$240,000
- 5 Operational and Safety Improvements at Route 29 and Trower Avenue
CMAQ Funds: \$294,000

Transportation for Livable Communities (TLC) Project:

- 6 Downtown Napa Pedestrian Improvements
TLC Funds: \$328,000

Low-Income Flexible Transportation (LIFT) Project:

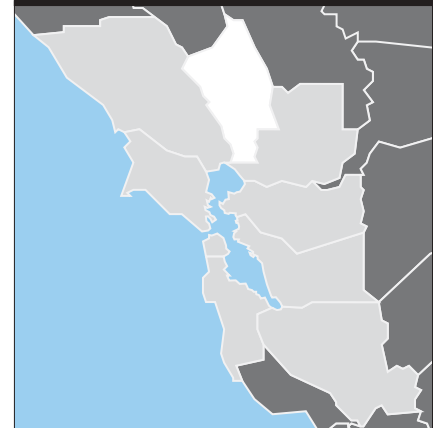
- 7 Napa County Transit Service
LIFT Funds: \$228,000

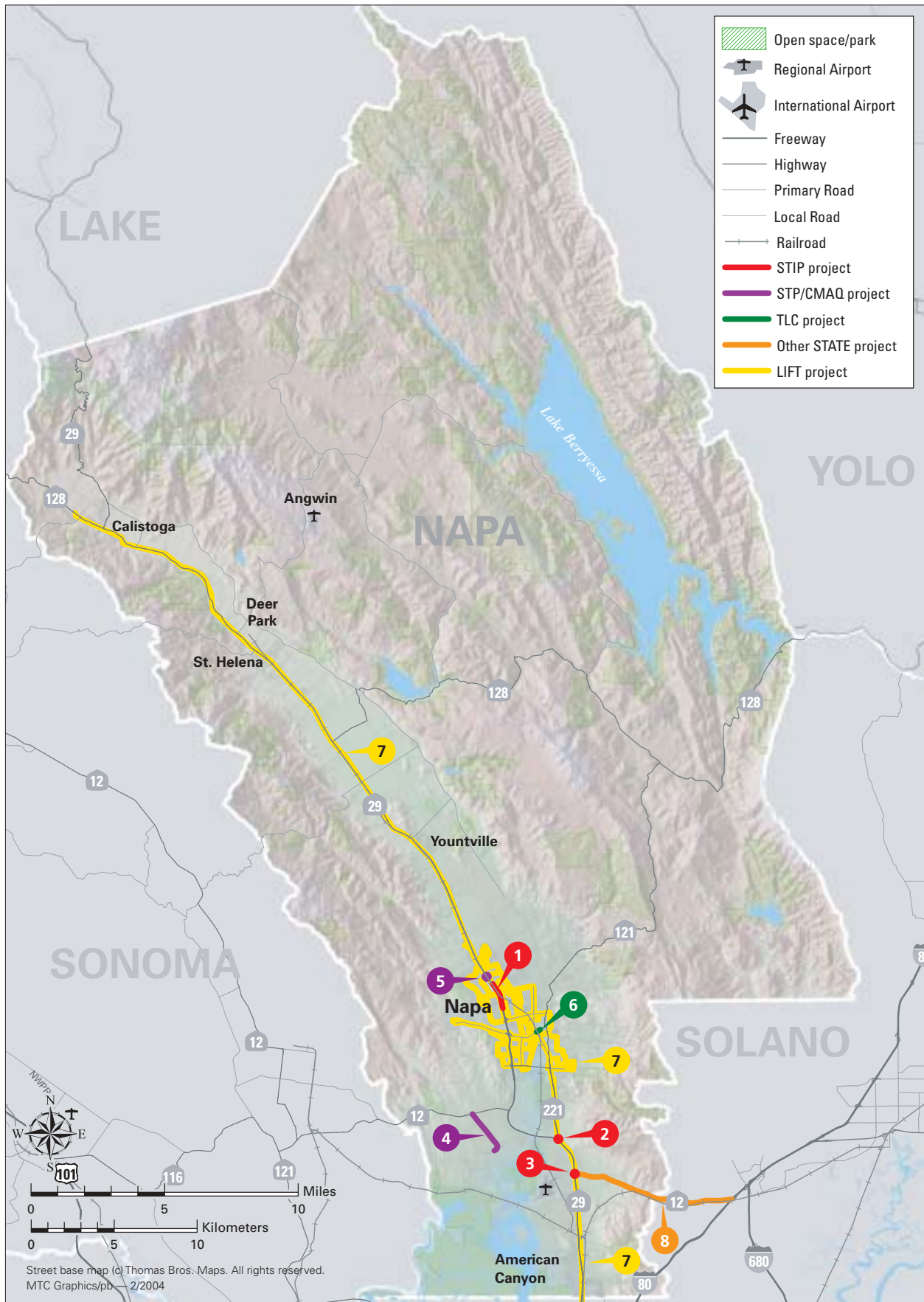
OTHER PROJECT

Other Significant State and Federally Funded Project:

- 8 Route 12 Congestion Relief Improvements From Route 29 to Interstate 80
State Funds: \$7,000,000

Key Map





City and County of San Francisco

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Caltrain Electrification
STIP Funds: \$4,300,000
- 2 Golden Gate Ferry Lay Berth and Terminal Facilities Rehab
STIP Funds: \$1,305,000
- 3 Muni Third Street Light-Rail Project (Maintenance Facility)
STIP Funds: \$22,570,000

Muni Trolley Bus Procurement and Rail Replacement
STIP Funds: \$15,774,000
(not mapped)

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03
Six-Year Total: \$128 million
(includes regional projects)

- 4 Balboa Park BART/Muni Access Improvements
CMAQ Funds: \$999,000

Muni Integrated Vehicle Maintenance and Inventory System
CMAQ Funds: \$2,932,000
(not mapped)

- 5 Van Ness Avenue Pedestrian Safety Improvements
CMAQ Funds: \$620,000

Transportation for Livable Communities (TLC) Projects:

- 6 16th/Mission Street BART Station Plaza Redesign
TLC Funds: \$2,995,500
- 7 Bayview Connections Neighborhood Improvements – Third Street Rail Corridor in Bayview Hunters Point
TLC Funds: \$3,496,276

- 8 Broadway Streetscape Improvements
TLC Funds: \$1,000,000

- 9 Church Street Apartments Streetscape Improvements
TLC Funds: \$424,664

- 10 Pioneer Park Access Improvements
TLC Funds: \$350,000

Low-Income Flexible Transportation (LIFT) Project:

- 11 Treasure Island Bus Service – Expanded Muni Route 108
LIFT Funds: \$750,000

Other Significant Federally Funded Projects:

BART Extension to San Francisco International Airport and Millbrae (Full Funding Grant Agreement)
Federal New Starts: \$750,000,000
(mapped in San Mateo County)

Bayview Hunters Point Neighborhood Shuttle and Airport Service
FTA: \$500,000
(not mapped)

- 12 Golden Gate Seismic Retrofit, Phases 1-3 Construction
Federal Discretionary Funds: \$83,000,000

Muni Bus and Facilities Upgrades
FTA Bus: \$5,000,000
(not mapped)

Treasure Island Ferry Docking Facility
Federal Ferryboat Discretionary: \$1,800,000
(not mapped)

OTHER PROJECTS

Toll Bridge Project:

- 13 San Francisco-Oakland Bay Bridge New East Span
Federal, State and Toll Funds: \$2,600,000,000

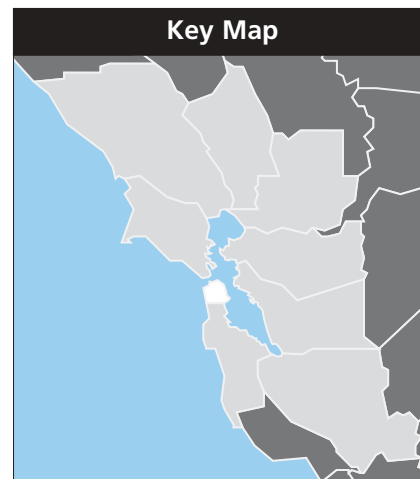
Other Significant State-Only Funded Projects:

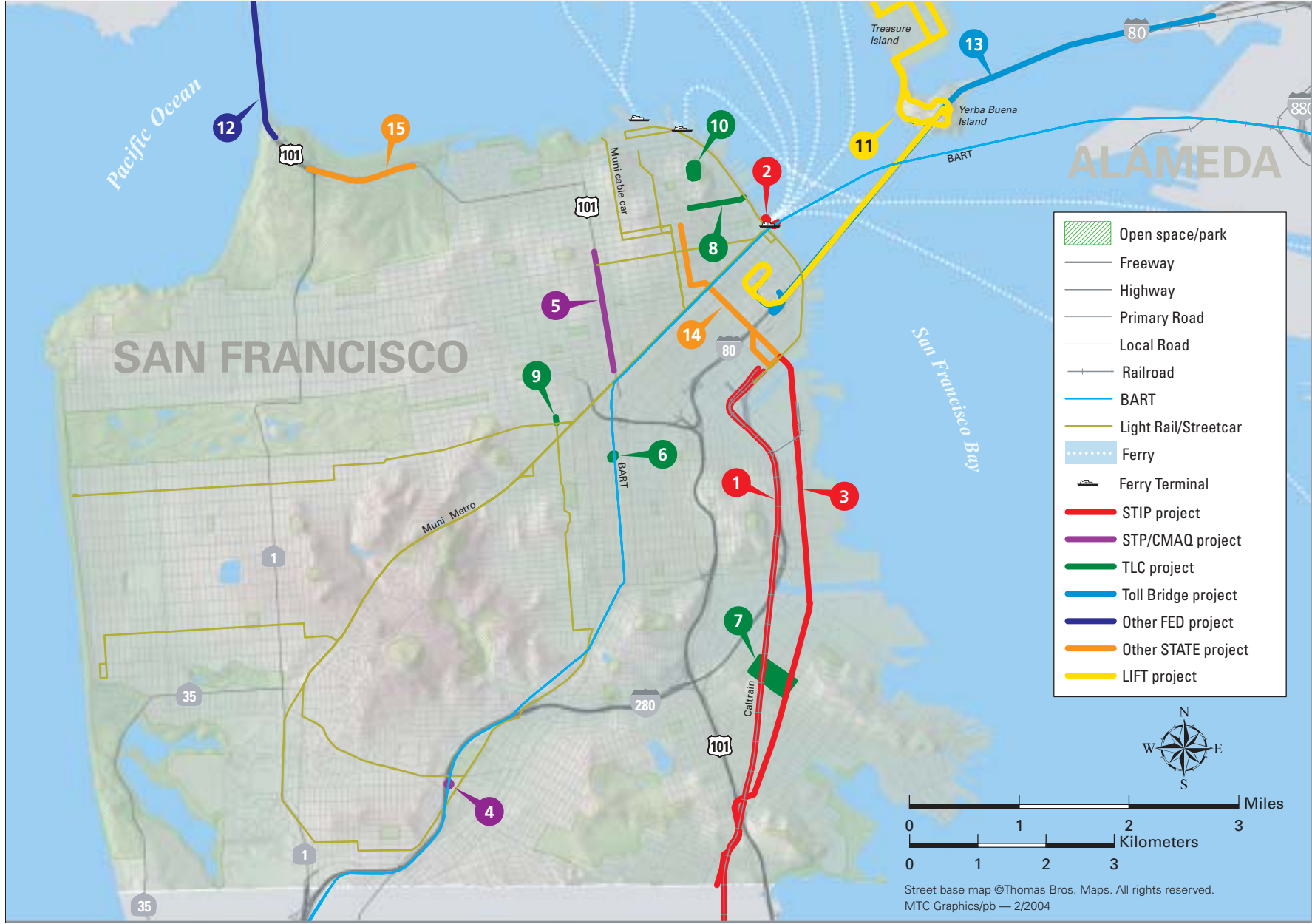
Caltrain Express and Upgrades
State Funds: \$58,000,000
(not mapped)

- 14 Muni Metro Central Subway to Chinatown
State Funds: \$98,000,000

- 15 Doyle Drive Reconstruction
State Funds: \$15,000,000

Key Map





San Mateo County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Route 92 Slow-Vehicle Lane Improvements
STIP Funds: \$12,630,000
- 2 U.S. Highway 101 Auxiliary Lanes, Third Avenue to Millbrae Avenue
STIP Funds: \$42,630,000
- 3 U.S. Highway 101 Auxiliary Lane From Santa Clara County Line to Marsh Road
STIP Funds: \$19,641,000
- 4 U.S. Highway 101 – Willow Road Interchange Reconstruction
STIP Funds: \$11,990,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$71 million*

(includes regional projects)

- 5 El Camino Real Traffic Signal Interconnect and Coordination
CMAQ Funds: \$270,000
- 6 Junipero Serra Boulevard Pedestrian Improvements
CMAQ Funds: \$633,000
- 7 Millbrae Avenue Reconstruction
STP Funds: \$498,000

Transportation for Livable Communities (TLC) Projects:

- 8 Bay Road Streetscape and Traffic Calming Improvements
TLC Funds: \$700,000
- 9 San Mateo Main Street Pedestrian and Transit Center Links
TLC Funds: \$1,985,000

Low-Income Flexible Transportation (LIFT) Projects:

- 10 SamTrans – Express Service From East Palo Alto to Millbrae Intermodal Station
LIFT Funds: \$580,000

San Mateo County Shuttles and Mobility Manager
LIFT Funds: \$200,000
(not mapped)

Other Significant Federally Funded Projects:

- 11 BART Extension to San Francisco International Airport and Millbrae (Full Funding Grant Agreement)
Federal New Starts: \$750,000,000

SamTrans Zero-Emission Fuel Cell Bus Acquisition
FTA Funds: \$1,385,000
(not mapped)

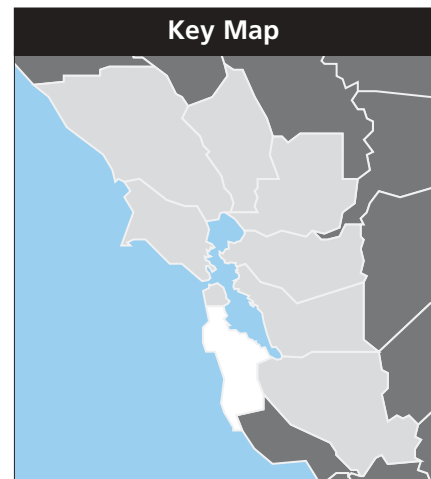
OTHER PROJECTS

Other Significant State-Only Funded Projects:

Caltrain Express and Upgrades
State Funds: \$58,000,000
(not mapped)

- 12 Caltrain Peninsula Grade Separations at Linden, Poplar and 25th Avenues
State Funds: \$15,000,000

Key Map





Santa Clara County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Caltrain San Jose to Santa Clara Fourth Main Track
STIP Funds: \$17,900,000
- 2 Interstate 680 - Southbound High-Occupancy-Vehicle Lane Over Sunol Grade
STIP Funds: \$8,308,000
- 3 Interstate 880/Coleman Avenue Interchange Reconstruction
STIP Funds: \$55,500,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$162 million* (includes regional projects)

- 4 Palo Alto Caltrain Station Pedestrian and Bicycle Overcrossing
CMAQ Funds: \$2,035,000
- 5 Tasman East Light-Rail Extension
CMAQ Funds: \$43,291,000
- 6 VTA Bus Maintenance and Operation Facility Upgrade at Cerone
CMAQ Funds: \$6,920,000

Transportation for Livable Communities (TLC) Projects:

- 7 Caltrain/Homer Avenue Pedestrian/Bicycle Undercrossing
TLC Funds: \$464,000
- 8 Fruitdale/Bascom Station Area Streetscape Enhancements
TLC Funds: \$400,000
- 9 Guadalupe River Park Trail
TLC Funds: \$500,000
- 10 Los Gatos Creek Bicycle/ Pedestrian Trail
TLC Funds: \$750,000
- 11 River Oaks Bicycle/ Pedestrian Bridge
TLC Funds: \$1,000,000
- 12 San Fernando Light-Rail Station Plaza
TLC Funds: \$885,000
- 13 Sunnyvale Multimodal Transit Station
TLC Funds: \$861,245
- 14 Vasona Light-Rail Community Enhancement Project in Campbell
TLC Funds: \$250,000

Low-Income Flexible Transportation (LIFT) Project:

Countywide Children's Shuttle Service to Schools
LIFT Funds: \$750,000
(not mapped)

Other Significant Federally Funded Projects:

Expansion Bus for Santa Clara Valley Transportation Authority
FTA Funds: \$4,600,000
(not mapped)

Guaranteed Ride Home Program
FTA Funds: \$1,000,000
(not mapped)

- 15 Tasman West Light-Rail Extension to Mountain View
Federal New Starts: \$182,895,000

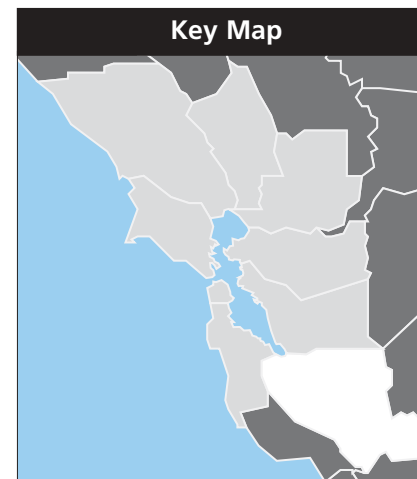
OTHER PROJECTS

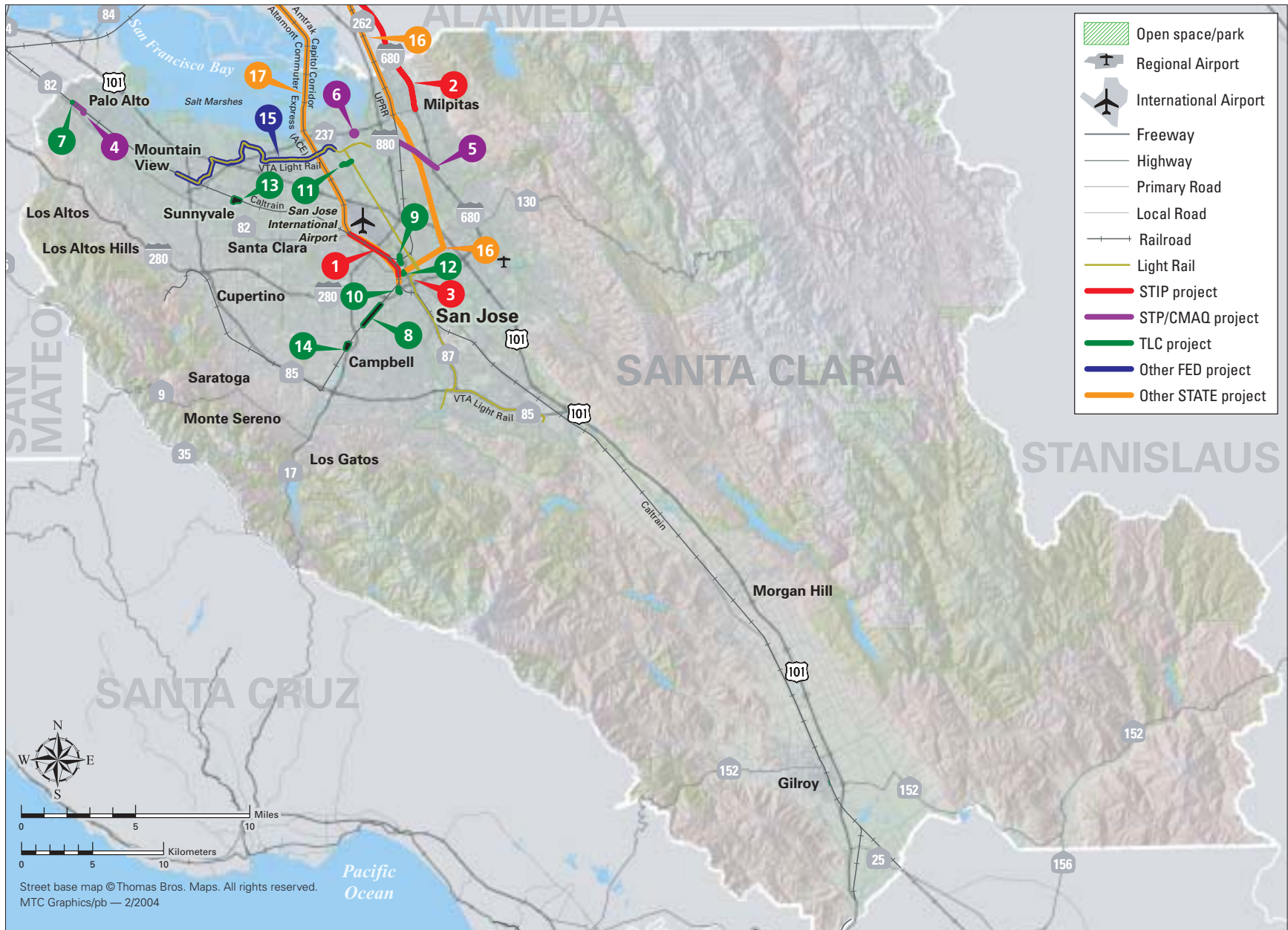
Other Significant State-Only Funded Projects:

- 16 BART Extension to San Jose
State Funds: \$738,000,000

Caltrain Express and Upgrades
State Funds: \$58,000,000
(not mapped)
- 17 Capitol Corridor Intercity Rail Improvements – Oakland to San Jose
State Funds: \$24,000,000

Key Map





Solano County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Interstate 80 Reliever Route/Jepson Parkway – Between Route 12 and Interstate 80 on Walters, Vanden and Leisure Town Roads
STIP Funds: \$20,030,000
- 2 Interstate 80 Widening From Meridian in Vacaville to Pedrick in Dixon
STIP Funds: \$9,000,000
- 3 Interstate 80/Interstate 680/Route 12 North Connector – Phase 2
STIP Funds: \$11,735,000
- 4 Vallejo Intermodal Facility – Parking Structure for Baylink Ferry and Bus Facilities
STIP Funds: \$7,300,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$40 million* (includes regional projects)

- 5 Dixon to Davis Bike Route
CMAQ Funds: \$860,000
- 6 Fairfield Transportation Center
CMAQ Funds: \$1,413,000

- 7 Sereno Bus Transfer Facility
CMAQ Funds: \$1,328,000
- 8 Vallejo Ferry Service Expansion – Third Ferry Vessel
CMAQ Funds: \$5,000,000

Transportation for Livable Communities (TLC) Projects:

- 9 Davis Street Pedestrian and Gateway Improvements
TLC funds: \$482,000
- 10 Driftwood Drive Pedestrian Improvements
TLC funds: \$350,000
- 11 Jepson Parkway Bikeway and Transit Connections
TLC funds: \$500,000
- 12 Georgia Street Extension
TLC funds: \$800,000

Low-Income Flexible Transportation (LIFT) Projects:

- 13 Napa County Transit Service Between Solano and Napa Counties
LIFT Funds: \$228,000
- Guaranteed Ride Home Program**
LIFT Funds: \$75,000
(not mapped)

OTHER PROJECTS

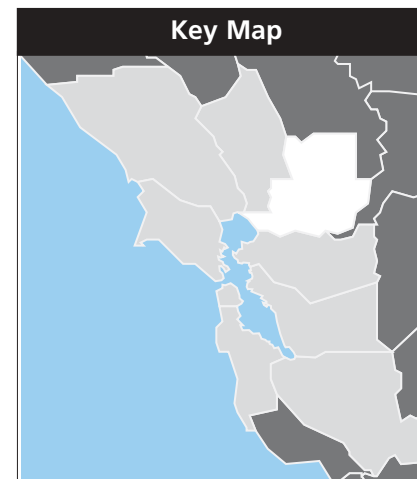
Toll Bridge Project:

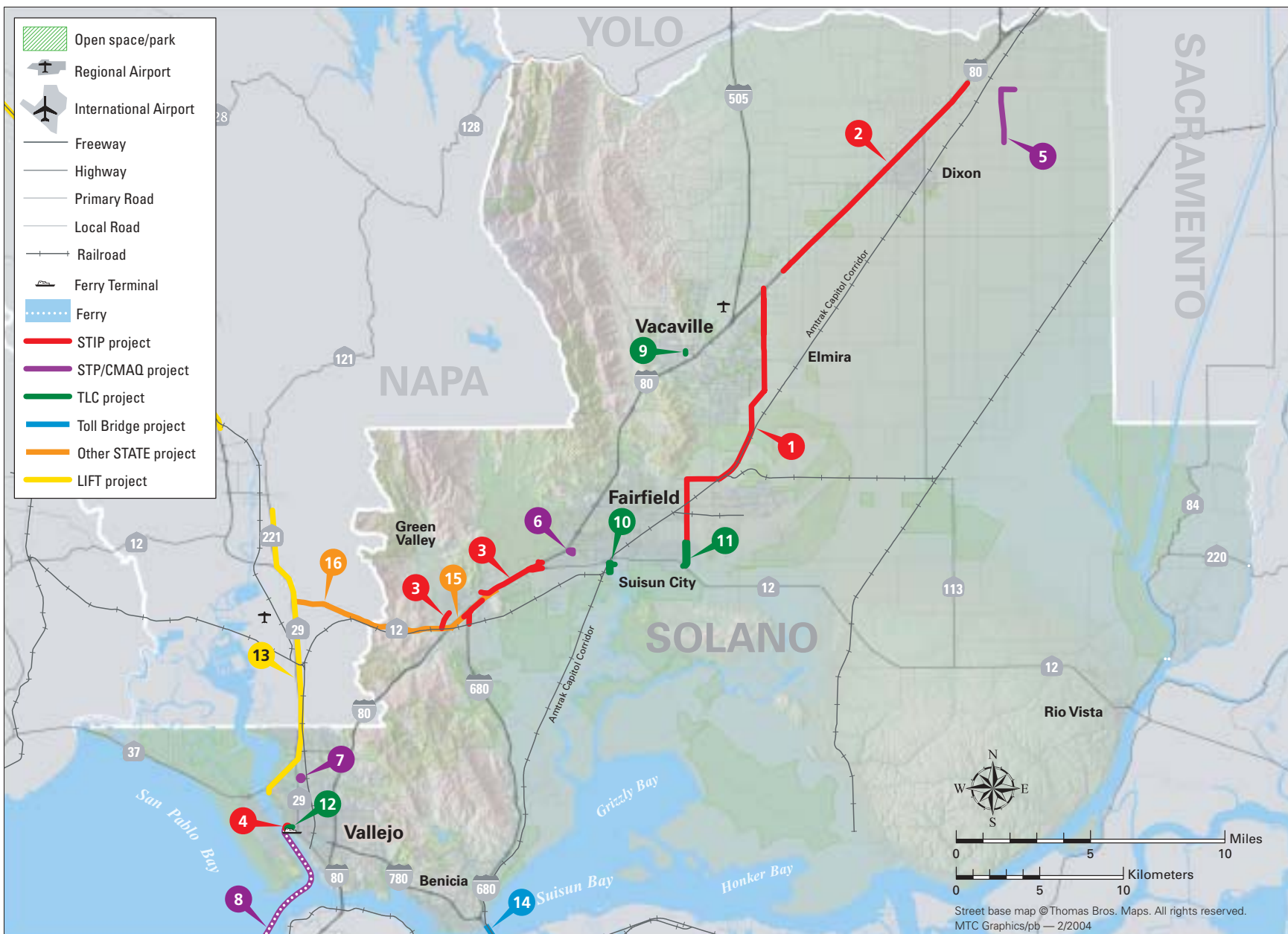
- 14 Benicia-Martinez Bridge – New Bridge
RM-1 Funds: \$652,800,000

Other Significant State-Only Funded Projects:

- 15 Interstate 80/Interstate 680/Route 12 Interchange Improvements in Fairfield
State Funds: \$9,000,000
- 16 Route 12 Congestion Relief Improvements From Route 29 to Interstate 80
State Funds: \$7,000,000

Key Map





Sonoma County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 U.S. Highway 101 HOV Lane – Route 12 to Steele Lane
STIP Funds: \$55,600,000
- 2 U.S. Highway 101 HOV Lane – Steele Lane Interchange
STIP Funds: \$15,894,000
- 3 U.S. Highway 101 HOV Lane – Wilfred Avenue to Route 12 in Santa Rosa – Rohnert Park Planting
STIP Funds: \$2,876,000
- 4 U.S. Highway 101 Marin/Sonoma Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway
STIP Funds: \$21,000,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$43 million*

(includes regional projects)

Compressed Natural Gas Bus Purchase for Sonoma County Transit
CMAQ Funds: \$1,723,000
(not mapped)

- 5 Rohnert Park Expressway/U.S. Highway 101 Park-and-Ride Lot and Ramp Improvements
CMAQ Funds: \$2,496,000

- 6 Transit Preemption and Bicycle Video Detection Equipment for Santa Rosa Street Corridors
CMAQ Funds: \$499,000

Transportation for Livable Communities (TLC) Projects:

- 7 Cloverdale Boulevard Redesign Project
TLC Funds: \$1,000,000
- 8 Downtown Santa Rosa Pedestrian Linkages, Phase 2
TLC Funds: \$400,000
- 9 Street Smart Sebastopol
TLC Funds: \$500,000

Low-Income Flexible Transportation (LIFT) Projects:

- 10 Santa Rosa CityBus – Route 15
LIFT Funds: \$500,000
- Sonoma County Shuttle Service
LIFT Funds: \$325,000
(not mapped)

Other Significant Federally Funded Project:

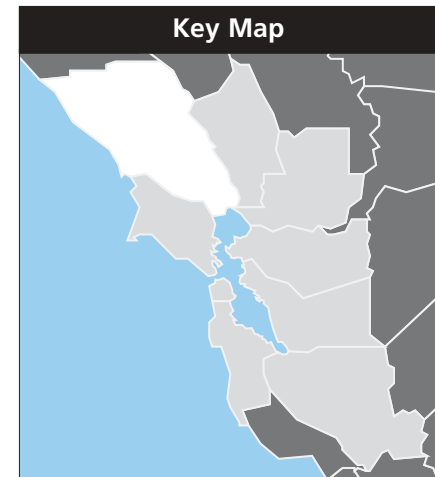
- 11 Compressed Natural Gas Bus Facilities Upgrade for Sonoma County Transit
FTA Bus: \$500,000

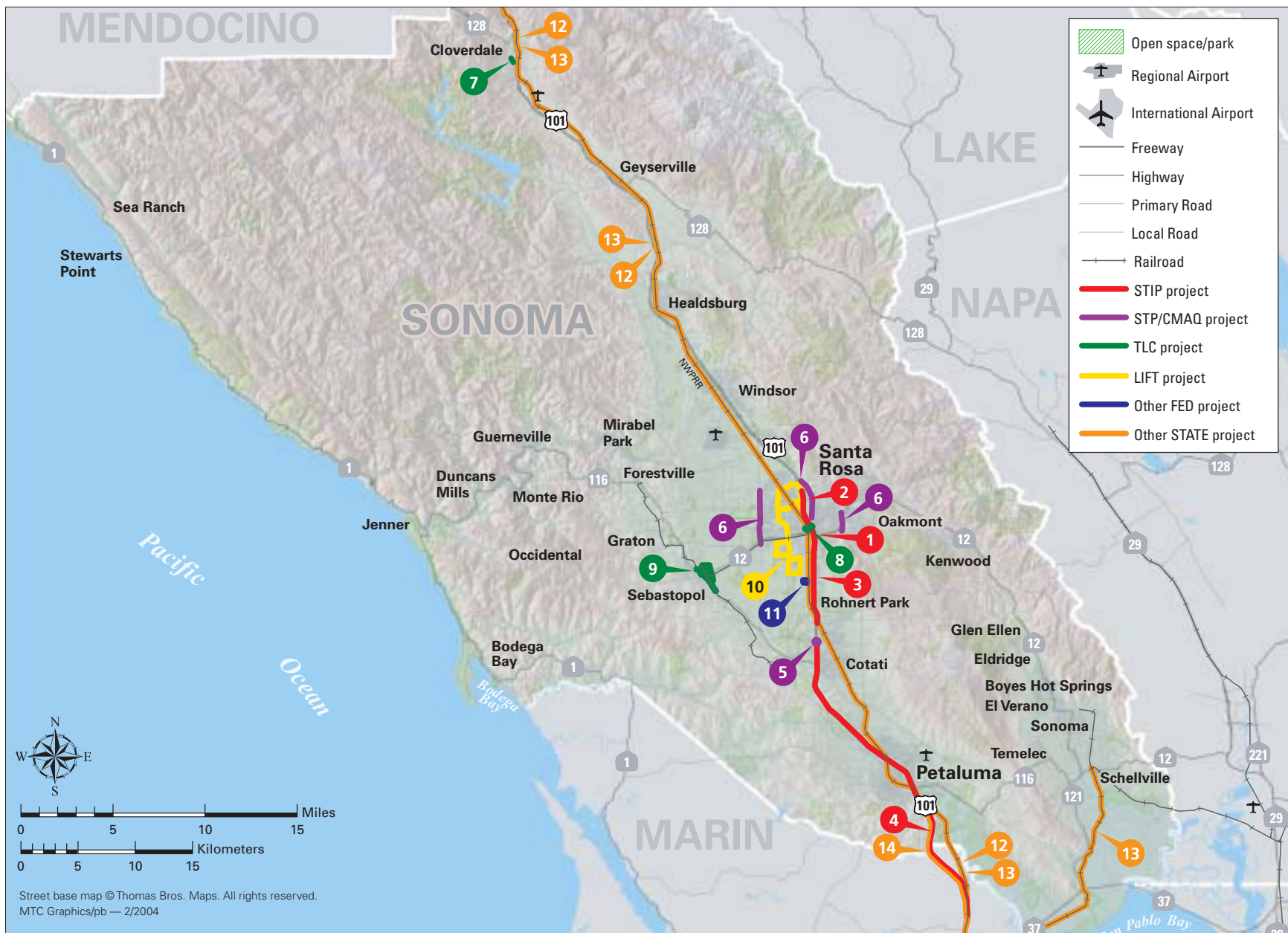
OTHER PROJECTS

Other Significant State-Only Funded Projects:

- 12 New Commuter Rail Service – Cloverdale to San Rafael
State Funds: \$35,000,000
- 13 North Coast Railroad Track Repair and Upgrades
State Funds: \$42,000,000
- 14 U.S. Highway 101 Marin/Sonoma Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway
State Funds: \$21,000,000

Key Map





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